

Amendments to the Claims

Claim 1 (second amendment): A trailer locking system for securing a trailer having a door and a braking system, said braking system having a brake line configured to pneumatically interconnect a supply of compressed air to one or more air-operated brakes on said trailer, said trailer locking system comprising:

- a power supply;
- a brake lock device in operative communication with said braking system, said brake lock device configured to selectively place said brakes in a locked condition and prevent movement of said trailer;
- a door lock device in operative communication with said door, said door lock device configured to selectively prevent the opening of said door when said door lock device is in a locked condition;
- a controller unit connected to said power supply and in operative communication with said brake lock device and said door lock device, said controller unit having computer circuitry and componentry configured to control the operation of said brake lock device and said door lock device, said controller unit configured to automatically place said brakes in said locked condition based on one or more pre-selected criteria; ~~and~~
- a control mechanism in communication with said controller unit, said control mechanism configured to transmit operational instructions to said controller unit; and
- a control valve electronically connected to said controller unit and pneumatically connected to said brake line, said control valve having an inlet, an outlet selectively in fluid communication with said inlet and an electric motor, said inlet pneumatically connected to a brake line outlet pneumatically disposed in said brake line between said supply of compressed air and said brakes, said electric motor operatively connected to a shaft slidably disposed in said control valve to selectively open and close the communication between said inlet and said outlet, said control valve configured to

1 open in response to an open signal from said controller unit so as to allow compressed air from said
2 brake line to vent and maintain said brakes in a locked condition until a close signal is received from
3 said controller unit to close said control valve and prevent compressed air from venting to place said
4 brakes in an unlocked condition.

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6 Claim 2 (cancelled)

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8 Claim 3 (cancelled):

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10 Claim 4 (cancelled):

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12 Claim 5 (currently amended): The trailer locking device of claim 4 1, wherein said control valve further
13 comprises one or more limiting switches to monitor and limit the movement of said shaft in said control
14 valve, said one or more limiting switches electrically connected to said controller unit.

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16 Claim 6 (currently amended): The trailer locking device of claim 2 1, wherein said brake lock device
17 further comprises one or more pressure sensors operatively engaged with said control valve and
18 electronically connected to said controller unit so as to measure the air pressure at said control valve.

19
20 Claim 7 (original): The system according to claim 6, wherein at least one of said pressure sensors is
21 configured to communicate with said controller unit to open said control valve when the pressure in said
22 brake line drops below a pre-determined level and to maintain said control valve in a closed condition
23 when the pressure in said brake line is above said pre-determined level.

24
25 Claim 8 (currently amended): The system according to claim 2 1, wherein said controller unit and said
26 control valve are disposed in a housing.

1 Claim 9 (original): The system according to claim 8, wherein said housing is located in an internal
2 cavity of said trailer.

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4 Claims 10-18 (previously cancelled)

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6 Claim 19 (original): The system according to claim 1 further comprising a communication system for
7 the transmission of signals across a wireless communication network, said communication system
8 comprising a communication device operatively connected to said controller unit.

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10 Claim 20 (previously amended): The system according to claim 19, wherein said wireless
11 communications network transmits signals by satellite, cellular and/or radio communications.

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13 Claim 21 (second amendment): A trailer locking system for securing a trailer having a door and a
14 braking system, said braking system having a brake line configured to pneumatically interconnect a
15 supply of compressed air to one or more air-operated brakes on said trailer, said trailer locking system
16 comprising:

17 a brake lock device in operative communication with said braking system, said brake lock
18 device configured to selectively place said brakes in a locked condition and prevent movement of said
19 trailer, said brake lock device having a control valve pneumatically connected to said brake line and one
20 or more pressure sensors operatively engaged with said control valve and electronically connected to
21 said controller unit so as to measure the air pressure at said control valve, said control valve having an
22 electric motor operatively connected to a shaft slidably disposed in said control valve to selectively open
23 and close said control valve, said control valve configured to open to allow compressed air from said
24 brake line to vent to maintain said brakes in said locked condition and to close to prevent compressed air
25 from venting to place said brakes in an unlocked condition;

1 a door lock device in operative communication with said door, said door lock device
2 having an actuator configured to operatively actuate a locking member so as to selectively lock said
3 door, said locking member configured to prevent the opening of said door when said door lock device is
4 in a locked condition;

5 a controller unit connected to a power supply and in operative communication with said
6 control valve of said brake lock device and said door lock device, said controller unit having computer
7 circuitry and componentry configured to control the operation of said brake lock device and said door
8 lock device, said controller unit configured to automatically place said brakes in said locked condition
9 based on one or more pre-selected criteria; and

10 a control mechanism in communication with said controller unit, said control mechanism
11 configured to transmit operational instructions to said controller unit.

12
13 Claim 22 (original): The system according to claim 21 further comprising a communication system for
14 the transmission of signals across a wireless communication network, said communication system
15 comprising a communication device operatively connected to said controller unit.

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17 Claim 23 (cancelled):

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19 Claim 24 (currently amended): The trailer locking device of claim ~~23~~ 21, wherein said control valve
20 further comprises one or more limiting switches to monitor and limit the movement of said shaft in said
21 control valve, said one or more limiting switches electrically connected to said controller unit.

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23 Claim 25 (previously cancelled)

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25 Claim 26 (previously amended): The system according to claim 21, wherein at least one of said
26 pressure sensors is configured to communicate with said controller unit to open said control valve when

1 the pressure in said brake line drops below a pre-determined level and to maintain said control valve in a
2 closed condition when the pressure in said brake line is above said pre-determined level.

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4 Claims 27-30 (previously cancelled)

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6 Claim 31 (second amendment): A trailer locking system for securing a trailer having a door and a
7 braking system, said braking system having a brake line configured to pneumatically interconnect a
8 supply of compressed air to one or more air-operated brakes on said trailer, said trailer having a frame
9 comprising one or more tubular frame members, said trailer locking system comprising:

10 a brake lock device in operative communication with said braking system, said brake lock
11 device configured to selectively place said brakes in a locked condition and prevent movement of said
12 trailer, said brake lock device having a control valve pneumatically connected to said brake line and one
13 or more pressure sensors operatively engaged with said control valve to measure the air pressure at said
14 control valve to determine a measured pressure amount, said control valve having an electric motor
15 operatively connected to a shaft slidably disposed in said control valve to selectively open and close said
16 control valve, said control valve configured to open to allow compressed air from said brake line to vent
17 to maintain said brakes in said locked condition and to close to prevent compressed air from venting to
18 place said brakes in an unlocked condition;

19 a controller unit connected to a power supply and in operative communication with said
20 control valve of said brake lock device, said controller unit having computer circuitry and componentry
21 configured to control the operation of said brake lock device, said controller unit configured to
22 automatically place said brakes in said locked condition based on one or more pre-selected criteria, said
23 controller unit configured with one or more control codes, said control codes configured to allow
24 operation of said brake lock device;

25 a control mechanism in communication with said controller unit, said control mechanism
26 configured to transmit operational instructions to said controller unit; and

1 a communication system for the transmission of signals across a wireless communication
2 network, said communication system comprising a communication device operatively connected to said
3 controller unit.

4
5 Claim 32 (original): The system according to claim 31, wherein at least one of said pressure sensors is
6 configured to communicate with said controller unit to open said control valve when the pressure in said
7 brake line drops below a pre-determined level and to maintain said control valve in a closed condition
8 when the pressure in said brake line is above said pre-determined level.

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10 Claims 33-34 (previously cancelled)

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12 Claim 35 (previously submitted): The system according to claim 19, wherein said controller unit
13 comprises one or more control codes configured to allow operation of said brake lock device and/or said
14 door lock device, said communication system configured for remote modification of said control codes.

15
16 Claim 36 (previously submitted): The system according to claim 35, wherein said communication
17 system is configured to allow remote operation of said brake lock device and/or said door lock device.

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19 Claim 37 (previously submitted): The system according to claim 36, wherein said communication
20 system is configured to send an outgoing signal acknowledging commands entered at said controller unit
21 or said control mechanism and whenever said control codes are modified.

22
23 Claim 38 (previously submitted): The system according to claim 22, wherein said wireless
24 communications network transmits signals by satellite, cellular and/or radio communications.

1 Claim 39 (previously submitted): The system according to claim 22, wherein said controller unit
2 comprises one or more control codes configured to allow operation of said brake lock device and/or said
3 door lock device, said communication system configured to allow remote operation of said brake lock
4 device and/or said door lock device and for remote modification of said control codes.

5
6 Claim 40 (previously submitted): The system according to claim 39, wherein said communication
7 system is configured to send an outgoing signal acknowledging commands entered at said controller unit
8 or said control mechanism and whenever said control codes are modified.

9
10 Claim 41 (previously submitted): The system according to claim 31, wherein said pre-selected criteria
11 comprises a predetermined pressure amount, said controller unit configured to open said control valve
12 when said measured pressure amount is less than said predetermined pressure.

13
14 Claim 42 (previously submitted): The system according to claim 31, wherein said communication
15 system is configured to allow remote operation of said brake lock device.

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17 Claim 43 (previously submitted): The system according to claim 31, wherein said communication
18 system is configured to send an outgoing signal acknowledging commands entered at said controller unit
19 or said control mechanism.

20
21 Claim 44 (previously submitted): The system according to claim 31, wherein control system is
22 configured for remote modification of said control codes.

23
24 Claim 45 (previously submitted): The system according to claim 44, wherein said communication
25 system is configured to send an outgoing signal if said control codes are changed.

1 Claim 46 (previously submitted): The system according to claim 31, wherein said wireless
2 communications network transmits signals by satellite, cellular and/or radio communications.

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4 Claim 47 (previously submitted): The system according to claim 31 further comprising a door lock
5 device in operative communication with said door, said door lock device configured to selectively lock
6 said door so as to prevent the opening of said door until an open command is received from said
7 controller unit.

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9 Claim 48 (previously submitted): The system according to claim 47, wherein said control codes are
10 configured to allow operation of said brake lock device and/or said door lock device, said
11 communication system configured for remote modification of said control codes.

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13 Claim 49 (previously submitted): The system according to claim 48, wherein said communication
14 system is configured to allow remote operation of said brake lock device and/or said door lock device.

15
16 Claim 50 (previously submitted): The system according to claim 49, wherein said communication
17 system is configured to send an outgoing signal acknowledging commands entered at said controller unit
18 or said control mechanism and whenever said control codes are modified.